

MACAO.

(FROM OUR CORRESPONDENT.)

Macao, 10th August.

OFFICIALS AND GAMBLING.

A recent resolution of the Senate called forth a storm of righteous indignation from the rank and file of the municipal subordinate officers. The motion was brought forward by Mr. Edwards Marques and reads as follows:—

"That all municipal officers, of whatever class belonging, shall be prohibited from frequenting the gaming houses, under penalty of imprisonment for the first offence, suspension from office for the second, and dismissal for the third."

The motion, being supported by the entire body of the Senators present at the meeting, with the single exception of the President, was duly passed. The President, in opposing the resolution tooth and nail, delivered an excellent speech, the substance of which should be noted. In the course of his remarks he said, whatever the expediency or the good intentions of the mover of the resolution in urging its adoption, he felt it his duty to strenuously oppose a measure which, if adopted, would have the effect of restricting the individual liberty of the subject. True that the enactment would affect only a small number of persons as represented by the body of the officers in the municipal service, but he felt it none the less imperative to see that no law should be enacted—of only departmental—whose result would curtail the liberty which every citizen, in common with his fellow-subjects, has the inalienable right to enjoy. The resolution they were considering would have this effect. Moreover, the restriction is wholly inconsistent with the legislation of the colony. Gambling is not only tolerated, but is actually legalised by the laws of the country. It would also be unfair to the gambling farmer, since it would constitute an infringement of the privileges for which he pays a large sum yearly. The constitutional laws are explicit in that no police, municipal, or Government regulations can be framed with the intention of inflicting punishments not specifically provided by law (Art. 486 of the Penal Code).

TWO COMMISSIONERS.

The appointment of two Commissioners of Enquiry is gazetted in a recent issue of the *Boletim Oficial*. The first is the Land Commission, having for its object the investigation of the titles of land in this colony and other kindred subjects. The wonder is that such an enquiry was not held long ago. The report should set at rest many a misapprehension as to the alleged existence of defective titles and the re-adjustment of boundaries of existing lots. As to the latter head of inquiry it is suggested that several encroachments should be looked into. A similar question afforded the Hongkong Land Commission much scope for useful work.

OUR BANKING SYSTEM.

The other Commission is to enquire into and report upon the system—or rather the absence of one—of banking in the colony. Bearing in mind the recommendations of the *Leal Senado* to the National Congress, it is doubtful whether any measures calculated to supply the present deficiency will be recommended to Government. But it is not unreasonable to suppose that a matter so closely associated with the advancement or retrogression of the trade of the port, should not be lightly dismissed without careful and searching investigation at the hands of the Commissioners. It appears that the consensus of local opinion is that, having regard to present needs, the existing system of Chinese counting-houses should not be made to give way to a regulated system of banking as is known and recognised amongst European nations. To combat this view, and as showing the urgent necessity in the interests of trade, for an early reform of the unsatisfactory methods hitherto prevailing, I will quote in extenso the recommendations of Mr. A. B. Hippisley, the former Commissioner of the Lappa Customs, in one of his Despatches. "I trust the weighty arguments in favour of a change will merit the earnest attention of both the Commissioners and the Government. Mr. Hippisley writes:—

"Native traders maintain that the absence of banks which would advance on a junk's cargo so soon as she reaches port, is a serious disadvantage to the trade. On the other hand, at Kowloon such facilities already exist. There, as soon as a junk arrives, banks are ready to make advances against the cargo, which enables the consignee to expedite the vessel's discharge, and to once purchase return cargo, with the result that a larger number of voyages can be made in the year, and capital turned over more frequently. In consequence, a larger portion of the West Coast trade tends each year to abandon Macao in favour of Kowloon. Macao's future prospects are, therefore, not just now a bright one. Firm and foreseen, if Macao is to remain a port of any importance whatever, it is essential that the Government should take prompt and energetic measures to put it on a footing of parity with Kowloon, and permit her, by so doing, to undertake the dredging of the approaches to the port. The next most important step would appear to be the establishment of a bank of deposit, in which goods could be placed on deposit under the charge of responsible persons, so that the banks might be induced to make on them the advances necessary to expedite the movement of shipping. The establishment of such an advance would amount to so large a gain, and the security of so high a class, that a foreign bank would probably soon recognise the advisability of establishing a branch in Macao, and as it would be content with a lower rate of interest than is demanded by native banks along similar business Macao would enjoy as a commercial centre would be yet further increased."

An amusing story is told by a correspondent of the *Express* of how dogs will outwit their master for the sake of the Central Borneo. The dogs, it seems, when wishing to cross a river, have considerable difficulty in finding a way across. They then resort to a very ingenious device. They collect on the bank and make a terrific noise by barking and yelping as loud as they can. The alligators are attracted to the spot by the noise, and the dogs, as soon as they see that their half-successful attempt to cross the river has failed, they cross higher up. The alligator follows, but he has watched his master's time without number.

COREA.

Chemulpo, 27th July.

Yesterday the Corea Government issued an order that no rice or grain should be exported after the date of the reception of this notice, the cause being that little short of a famine threatens the country. The whole country is in a most dreadful state. Challoo province, the greatest rice growing district, has hardly a hundred fields planted with rice. Many farmers have planted other things in the old rice-fields, and these also are fast dying for want of a little rain. I have just made a trip through the country from Fusan to Chemulpo, travelling about five hundred miles altogether, and from what I observed I should say that although rain may come, ruin and starvation await hundreds of farmers. The Corea Government has bought up all the rice in the stores and godowns of any size, and come what will something akin to famine must overtake the Corea this winter.

The English gunboat *Brisk* arrived at Fusan on July 24th with Mr. Gubbins, who is Acting English Minister during Mr. Jordan's absence in England. She called at the way ports en route. Mr. McLeary Brown, Chief Commissioner of Customs, is going home, on leave it is said. All kinds of reports are going the rounds. Great changes have taken place in the Customs within the last two weeks; Mr. Chalmers has gone from Chemulpo to take Mr. Brown's place in Seoul; Mr. Laport has been transferred from Fusan to Chemulpo; Mr. McShorne goes to Fusan. These changes will be subject to another before long. A former Fusan Customs Commissioner, Mr. Hunt, is again in Fusan with the object of repairing his old house. His rank in the Chinese Customs is that of full Commissioner and his return adds one more wonder to the many already connected with the Corea Customs.

Last night rain fell—the first for many weeks. Great joy filled the hearts of all at the much wanted rain. Great difficulty has been experienced in obtaining drinking water, and in consequence the washermen have raised the price of washing.

Everywhere, in all the open ports, important buildings and shops are being built. Most of these are of course Japanese, and Fusan takes the lead in this respect; then come Chemulpo, where handsome godowns now line the Japanese Bund. Several fine stores are being built, and some beautiful private residences for foreigners.

—Kobe Herald.

WEIHAIWAI.

Weihaimei, 27th July.

THE FUTURE OF THE COLONY has been a matter for much discussion of late. A few days ago a telegram from London, the result, it is said, of a recent Cabinet meeting, put a stop to all work on the fortifications. According to native rumour the colony is to be handed over to Germany.

The real reason for the suspension of military works on Lunkung is in all probability connected with the recent proposal to hand over the smaller coaling stations to the Admiralty. The final decision on the question is reserved for the next meeting of the Cabinet. Recent indications are that the island will be used entirely for naval purposes. The Commissioner will move over to the mainland. With him will go the military and civil headquarters, and the centre of gravity of our civil and governmental life will be in or near Mahto, to the north of the harbour.

THE NAVAL THEORY.

appears to favour the idea of using this port as a sanitarium and a supply-base where ships may provision and take in water, but to have it absolutely unfortified. Up till now, £220,000 and more has been spent on four forts and the long-embarling British taxpayer!

In case of war it is argued that the fleet should not remain locked up in port, but would cruise outside. To fortify adequately would cost an enormous sum. Inadequate fortifications would only prove an additional source of weakness. Where experts differ, it is useless for the civilian to attempt to enter the field of discussion. This sudden change seems to betoken an astonishing lack of energy of purpose. Is it another indication—if indication were wanted—that the two services do not and will not join together?

If the decision of the Cabinet favours naval control of the island, military and naval headquarters might be moved to Mahto as early as this autumn—a good thing for some people. It is even reported that Queen's Hotel may be taken over after the season for the Commissioner's residence and for Government offices.—N.C. Daily News.

MODERN AND OBSOLETE ARTILLERY.

"From a paper on 'Modern Artillery' read recently before the Society of Arts by Lieut. A. T. Dawson (late R.N.) we extract the following remarks, which are of general interest:—

"I do not wish to pose in any way as an alarmist, for I am sure that the Government are endeavouring to do all that practically lies in their power to put our sea and land defences in order, but having regard to the activity that the other great nations of the world are showing in the employment of the most modern arms, to the exclusion of inferior and obsolete weapons, it is the duty of all to be in line in their support of Government measures to place our land defences, as well as our fleet, in possession of artillery second to none in the world."

I shall not, in this somewhat brief address, refer to the muzzle-loading gun, of which, alas, we still have many remaining, both in ships and on forts, but while my main purpose is to consider the more modern pieces of ordnance, and their equipments generally, I would like to point out that I consider that in the present day of modern artillery, a badly-armed ship, from a fighting point of view, is worse than useless to the country, because if it happened to come into the line of battle it would be put out of action by a ship perhaps only armed with a few modern guns, with possibly no armour-protection and manned by a very scant crew, providing always she has the speed and is able to control the range.

I will take, as an example, the *Infexible*, which we may consider heads our long list of vessels armed with muzzle-loaders, and assume, for the sake of illustration, that she came across a French cruiser, say of the *Cassara* class. The *Infexible* has a crew of, say, 485 men, as against the 385 men of the French cruiser. She cost £1,100,000 (true, many years ago) about £1,000,000 sterling, as against the £318,000 of the French ship. Now, at a range of 8,000 yards, or beyond, the French ship would be in safety against the fire of the *Infexible*'s guns, whereas at this range the French cruiser, with the aid of her modern telescopic sights, would be able to make good

practice against the British ship, and, in my opinion, would put her quickly out of action by firing large capacity, high explosive, and other modern shells.

Let us, from this particular illustration, consider further the cost to the country. Each man employed on board ship costs us about £100 per annum, and thus the wage bill for 485 men is at the rate of £48,500 per annum. The up-keep during war of a ship of the *Infexible* class in the expenditure of coal alone, since it would be at famine prices, would be enormous, and the cost of repairs, &c., greatly disproportionate to the services rendered.

But apart from these monetary items there is the far more important question of the ineffective employment of the 485 men, whose training represents a large national asset. And, what would be still more deplorable from the point of view of the country, are the men taken, a very large and very unimportant part, to man the obsolete ships, and this one surely affords strong reason for either selling the old obsolete ships and expending no more money on them, even in peace times, or for arming them with modern artillery. The latter course seems to me more advisable, as armaments of a kind can be purchased much more quickly than new ships to replace the old vessels, and history has shown the value of reserve-ships to fill up gaps in naval warfare, even if they be not quite up to the mark from a ship-construction point of view. The nation which can more expeditiously challenge the enemy anew after a hard fought battle is the more likely to succeed ultimately.

The power of the unarmoured ship of great speed and high gun power to control the range to which I have been referring incidentally represents the importance of the armed navy of the moment, and enforces the fact that the nations of which we are the greatest. For my own part I would advocate that all ships sailing under the British flag, over a tonnage of, say, 3,000 tons displacement, and having a speed of, say, 17 knots, should be called upon to have suitable deck attachments for the accommodation of 6-inch quick-firing guns. The inconvenience in peace time would be inappreciable, and the extra cost and weight necessary for strengthening the fore-and-aft deck during construction would not materially affect the price or weight of the ship—it could be done at a very small extra cost. Such ships would be invaluable to the Admiralty as armed cruisers in war time, if there was provided at convenient ports, really modern 6-inch or higher-powered guns to install on board them. I mention this fact, particularly, because I am sure we have not, at the present time, a reserve of really modern long range artillery suited to this and other purposes, the need for which must inevitably arise during the progress of a war.

THE INDUSTRIAL CRISIS OF GERMANY.

The conflicting opinions entertained in the Dual Monarchy as to the real significance and extent of the present industrial crisis in Germany, and the influence of national and party differences in this country, wrote the *Times* Vienna correspondent last month. Its successive developments are followed with the closest attention not merely by the financial and commercial section of the community, but also in political circles, where it is apparently hoped by some and apprehended by others that it may appreciably affect the future political relations of the allied States. However that may be, the unfolding comments upon the German methods made on this occasion can scarcely fail to exercise a sobering influence on all but the most inveterate Austro-Hungarian idolaters of Germany. It happens to know that in Austria financial circles serious doubts have been entertained for a long time past as to the soundness of the foundation upon which the remarkable industrial and commercial progress of Germany has been based. It was questioned whether the system was quite capable of bearing the strain of the present time, while fully recognising the excellent immediate results of the extensive co-operation of the German banks in the development of industry and trade, there was a strong suspicion that these institutions had overstepped the limit of safety and were largely at the mercy of circumstances. Recent events are not calculated to dissipate this apprehension, which unquestionably still exists to a greater extent than finds public expression. A heroic effort is being made in German quarters in this country to minimise the evil and to lay the whole responsibility on the shoulders of a handful of unscrupulous Stock Exchange gamblers and of their misguided and criminally negligent victims. Indeed, it is endeavoured to represent it as the purely temporary consequence of too rapid growth, which, although of course regrettable, ought to be regarded as a practically normal accompaniment of exceptional commercial development.

But even in the quarters to which I have just referred, a marked feeling of relief has been produced by an announcement from Hungary which shows that French capital is directed to come to the assistance of Austro-Hungarian enterprise, which evidently no longer counts upon the Berlin market to the same extent as before. The important operation in question between a French financial syndicate and two leading Hungarian banks involves the investment of 60,000,000 in Hungary and the opening of the French market to Hungarian trade. The *Post* of Budapest welcomes this arrangement as the only sensible feature in a highly unsatisfactory situation. According to this influential journal it is not possible to doubt for an instant that the condition of affairs in Germany is something far worse than the insolvency of a few banks and the reaction following upon a period of exceptional progress. The revolutions of the past few months and particularly of the last few days show that in Germany, in addition to the excessive over-estimate of their own strength and extravagance in the granting of credit, there have been gross breaches of confidence and systematic concealment of the truth—in a word, dishonesty. One feature of the present situation in Germany is unexampled—namely, the sudden and utterly unexpected occurrence of the disaster. The judicial inquiry which will try to pierce the thick veil of lies which was drawn over the proceedings of the bankrupt institutions will not dispose of the crisis conjured up by greed and crime. The main question is whether it can be localised, and whether the efforts now being made in Germany to counteract the general distrust will prove successful.

The *Frankenblatt*, which compares the recent speculation in Germany to the tulip mania of the 17th century in Holland, says that it is the enormous extension of the evil in a country which has always been admitted as a model of prudence in business which renders the events of the past few days so formidable and deepens the impression thereby produced.

REVIEWS.

Under the Redwoods, by BRET HARTE. London: George Bell & Sons.

We will not say that Mr. Bret Harte is at his best in the volume of short stories; but we are prepared to maintain that among his recent works he has done nothing better than some of these tales. It has been observed that there were certain signs of staleness, of repetition, in Bret Harte's productions of the past few years, as if this delightful author had written himself out. Under the Redwoods is a welcome proof to the contrary. Two stories, "The Youngest Miss Piper" and "How Reuben Allen saw Life in San Francisco," are in the writer's happiest vein; "The Widow of Santa Ana Valley" is also good; and the narrative—"It is not a story"—of "Bohemian Days in San Francisco" is a capital description of Bret Harte's own early life. The other six contributions to the volume are all readable, if not equal in merit, and the book can be warmly recommended to our readers.

The Vicar of St. Luke's, by Sibyl Creed. London: Longman, Green & Co.

THIS is a well written book and one that will interest those who are concerned in ecclesiastical controversies. It is the story of the struggles of an enthusiast, in the person of a High Church clergyman, who eventually comes to grief not so much on account of his ritualistic ideas but through ignoring the passion of a very ordinary love-sick maiden. The story will perhaps not appeal to all; the reader cannot himself be the wiser or better for having read it, though certain characters are admirably portrayed. In accordance with popular opinion the hero at length finds refuge in the garb of the Jesuit. The author's conceptions of the High Church party are in many respects novel, and her accusation of Broad Church *laissez faire* as typified in one character is obviously unjust. The book is, however, strongly written, and the doings of the able yet unfortunate vicar will be followed with interest by the reader.

Souls of Passage, by AMELIA E. BARR. London: T. Fisher Unwin.

Souls of Passage is by far the best book we have seen from the pen of Mrs. Barr. It is indeed an excellent piece of work, and reveals to us unexpected powers in the writer. Scots readers in particular should appreciate the story, for it is concerned with Scots and Scotland throughout. There is, however, no "kailyard" about the book to terrify English or American readers. A strong point is the admirable character-drawing, especially in the case of Alan Mackenzie whose temporary faithlessness is admirably depicted, without altogether alienating the reader's sympathy. It would be impossible to do justice to the plot of the tale by any brief description, and it may suffice to say that it is not sensational, but is none the worse for that. Mrs. Barr added to her reputation in *Souls of Passage*.

Cinders, by HELEN MATHERS. London: George Bell & Sons.

THE author of *Conia's* *thru the Rye* here presents us with a curious book, chiefly concerned with two girls one of whom is called Cinders while the other has "japonica lips" and two men, who succeed in getting into complications which we find it hard to unravel. The Boer War only comes in incidentally, for which we are grateful. That, as far as Cinders is concerned, all is peace finally may be gathered from the closing words of the book: "As she bowed her head, he lifted it, and there on the hillside, with all the high pomp of sky and earth, and shadow-play, and clean breath of the wind and the meadow to wait upon his joy, Andrew kissed her. If we are not much interested in Cinders."

The Helmet of Navarre, by BERTHA RUNKLE. London: Macmillan & Co.

THIS is an exciting romance filled with the doings of cavaliers and fair women at a period when Henry of Navarre was considering if Paris was worth a mass. The novel is well written and claims the interest of the reader; contemporaneous history is not really introduced, for the plot is woven around individuals who are apparently oblivious to the march of general events. It is excellently illustrated by A. Castaigne.

Lybelle: A Tale of the Dutch, by H. RIDER HAGGARD. London: Longman, Green & Co.

My Lady of Orange, by H.C. BAILEY. London: Longman, Green & Co.

THESE are both stories of great interest, and deal practically with the same exciting period, when Philip of Spain sought in vain to crush the stubborn spirit of the Dutch Protestants. In each case events in history have been arranged to suit the plot of the novelist, but in *Lybelle* Mr. Haggard has given us a novel quite different from his previous efforts and of one much merit. One cannot read the details of those stirring times unmoved, when the profession of a religion meant martyrdom. We heartily recommend *Lybelle* to our readers. The second work deals with the wonderful adventures of an English captain of mercenarys, and is well illustrated by G. P. Jacob-Hood.

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TURNER & CO. [1874]

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BRISBANE, VIA PORTS OF CALL.	SENIOR	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 21st inst.
MARSHALLS, LONDON & ANTWERP, V. SPORE, &c.	KAWACHI MARU	Jap. str.	2 m.	C. Polack	MELCHERS & CO.	On 23rd inst., at Daylight.
HAVRE & HAMBURG	ALEXANDRIA	Ger. str.	2 m.	J. S. Thompson	NIPPON YUSEN KAISHA	On 27th inst.
HAVRE & HAMBURG	SIBIRIA	Ger. str.	2 m.	Roedon	HAMBURG-AMERIKA LINIE	On 10th September.
HAVRE & HAMBURG	ANDALUSIA	Ger. str.	2 m.	Porzelius	HAMBURG-AMERIKA LINIE	On 21st September.
HAVRE & HAMBURG	ARABIA	Ger. str.	2 m.	Ehlers	HAMBURG-AMERIKA LINIE	On 5th October.
NEW YORK VIA PORTS & SUEZ CANAL	HEATHBURN	Brit. str.	2 m.	Williamson	DODWELL & CO., LIMITED	About 19th inst.
NEW YORK	ALARA	Amr. ship.	2 m.	Kendall	SHEWAN, TOMES & CO.	To-morrow, at Noon.
NEW YORK	L. SCHIFF	Amr. ship.	2 m.	Forst	CARLWITZ & CO.	Quick despatch.
NEW YORK	ARAGONIA	Amr. ship.	2 m.		ARNHOLD, KARBBERG & CO.	Quick despatch.
VANCOUVER, VIA SHANGHAI, &c.	MANUEL LAGUANO	Brit. str.	2 m.	O. P. Marshall, R.N.R.	CANADIAN PACIFIC R. CO.	On or about 25th Oct.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	G. D. Bowles, R.N.R.	CANADIAN PACIFIC R. CO.	On 28th inst.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	TARTAR	Brit. str.	2 m.	J. Barker	DODWELL & CO., LIMITED	To-morrow, at Noon.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	CLAYBURN	Brit. str.	2 m.	H. Peterson	NIPPON YUSEN KAISHA	On 19th inst.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	KAKURA MARU	Jap. str.	2 m.	J. W. Ekstrand	NIPPON YUSEN KAISHA	On 2nd September, at 4 p.m.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	KAGA MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	On 24th inst., at Daylight.
SAN FRANCISCO VIA AMOY, SHANGHAI, &c.	NIPPON MARU	Jap. str.	2 m.		PACIFIC MAIL S. S. CO.	On 15th inst., at Noon.
SAN FRANCISCO VIA AMOY, SHANGHAI, &c.	DORIC	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On or about 16th Sept.
SAN FRANCISCO VIA AMOY, SHANGHAI, &c.	SEATHUR	Brit. str.	2 m.	McArthur	GIBB, LIVINGSTON & CO.	On 23rd inst., at 4 p.m.
SAN DIEGO, &c., VIA MOJI, &c.	GUTHRIE	Jap. str.	2 m.	H. Fraser	NIPPON YUSEN KAISHA	On 19th inst., at Noon.
AUSTRALIAN PORTS	MELBOMENE	Amr. str.	2 m.	J. D. Andrews, R.N.R.	P. & O. S. N. Co.	On or about 23rd inst.
MANILA, SINGAPORE, COLOMBO, &c.	FORNOSA	Brit. str.	2 m.	A. Levy	SANDER, WIELER & CO.	On 18th inst., at Daylight.
YOKOHAMA VIA SHANGHAI & KOBE	CHINA	Brit. str.	2 m.	Zedlin	DODWELL & CO., LIMITED	To-morrow.
YOKOHAMA & KOBE	COLONIES	Brit. str.	2 m.	F. J. Fox	P. & O. S. N. Co.	On or about 17th inst.
KOBE DIRECT	PEKIN	Brit. str.	2 m.		BUTTERFIELD & SWIRE	To-day.
KOBE & MOJI	ICHANG	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 16th inst.
KOBE & MOJI	KASHING	Brit. str.	2 m.	W. Townsend	NIPPON YUSEN KAISHA	On 16th inst., at Daylight.
KOBE & YOKOHAMA	SANUKI MARU	Jap. str.	2 m.	F. L. Sommer	NIPPON YUSEN KAISHA	On 30th inst., at Daylight.
KOBE & YOKOHAMA	HAKATA MARU	Jap. str.	2 m.	N. Talo	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
KOBE & YOKOHAMA	ROSETTA MARU	Jap. str.	2 m.	M. Yagi	NIPPON YUSEN KAISHA	To-day, at Noon.
NAGASAKI, KOBE & YOKOHAMA	MIKE MARU	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 17th inst.
KOBE & YOKOHAMA	KWEIYANG	Brit. str.	2 m.	G. W. Cockburn, R.N.R.	P. & O. S. N. Co.	To-day, at 3 p.m.
YOKOHAMA	MAZAGON	Brit. str.	2 m.	R. T. Cook, R.N.R.	P. & O. S. N. Co.	On or about 16th inst.
SHANGHAI	PARRAMATTA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 24th inst.
SHANGHAI	CHANGHUA	Brit. str.	2 m.		MESSAGERIES MARITIMES	On or about 14th inst.
SHANGHAI	TAIFU	Brit. str.	2 m.	Negro	MESSAGERIES MARITIMES	To-day, at 10 A.M.
SHANGHAI & VLADIVOSTOK	YARRA	Jap. str.	2 m.	K. Suzuki	MESSAGERIES MARITIMES	On 21st inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	MAIDZURU MARU	Jap. str.	2 m.	S. Atsami	MESSAGERIES MARITIMES	To-morrow, at Daylight.
ANFUNG VIA SWATOW & AMOY	ANPING MARU	Jap. str.	2 m.	K. Sobajima	MESSAGERIES MARITIMES	To-morrow, at Noon.
FOOCHOW VIA SWATOW & AMOY	DAKI MARU	Jap. str.	2 m.	R. Kofu	JARDINE, MATHESON & CO.	To-morrow, at 4 p.m.
TAMISUI VIA SWATOW & AMOY	SUGOKANG	Brit. str.	2 m.	Buller	BUTTERFIELD & SWIRE	On 19th inst.
MANILA, ILOILO & CEBU	KUMSANG	Brit. str.	2 m.	D. Costa	JARDINE, MATHESON & CO.	To-morrow, at Noon.
SINGAPORE, PENANG & CALCUTTA	BORNIDA	Ital. str.	2 m.	S. Yoshizawa	CARLWITZ & CO.	To-day, at Noon.
BOMBAY VIA SINGAPORE & PENANG	YAMAGUCHI MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	On 16th inst., at Noon.

SHIPPING.

ARRIVALS.

Aug. 12, ACILIA, German str., 3,648, W. V. Dohren, Foochow 10th Aug. General.
SIEMSEN & CO.
Aug. 12, KAMAKURA MARU, Japanese str., 3,796, Hans Petersen, Shanghai 9th Aug. General.
Aug. 12, GUTHRIE, British str., 2,500, W. G. McArthur, Japan and Kobe 6th Aug. General.
Aug. 12, DIAMANTE, British str., 1,254, A. Battenbury, Manila 6th Aug. General.
Aug. 12, HANSA, German str., 1,775, Lovendz, Saigon 6th Aug. General.
Aug. 12, YARRA, French str., 2,757, Negre, Marseilles and Saigon 9th Aug. Mails and General.
Aug. 12, TOLA, British trspl., 3,396, J. W. Livingstone, Taku 6th Aug. General.
Aug. 12, HOHIO, French str., 704, Merless, Pakhoi and Hoihow 11th Aug. General.
Aug. 12, CHINGTU, British transport, 1,459, Williams, Taku 6th Aug. General.

CLEARANCES.

At the Harbour Master's Office.
12th August.
Malacca, British str., for Singapore.
Patroclus, British str., for Singapore.
Acilia, German str., for Singapore.
Victoria, Swedish str., for Batavia.

DEPARTURES.

13th August.
Trym, Norwegian str., for Hoihow.
12th August.
Pique, British guano, for Canton.
MIRAN, British transport, for Taku.
IDOMENUS, British str., for Shanghai.
AMARA, British str., for Canton.
MALACA, British str., for London.
EMERALDA, British str., for Saigon.
HONGKONG, French str., for Canton.
LYEEMOON, German str., for Canton.
APPRANK, German str., for Haiphong.
ANISTEA, Austrian str., for Moji.

VESSELS IN DOCK.

12th August.
ABERDEEN DOCKS—
Kowloon Docks—Y. Soutan, Canton River, Victoria, Chantai.
COSMOPOLITAN DOCK—Colonies, Taisan, D. J. de Austria.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour.
Guthrie, British str., W. G. McArthur—General.
L. Schiffe, American ship, C. S. Kendall—General.
Sea Wren, American ship, Howes—Master.

VESSELS ON THE BERTH.

NAVIGAZIONE GENERALE ITALIANA (FLORENCE AND RAVENNA UNITED COMPANIES).
STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LIGORNO and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN Ports up to CALLAO.
Taking Cargo at through rates to PERMANENT GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship.

"BORNIDA"
Captain D. Costa will be despatched above TO-DAY, the 13th August, at Noon.
At Bombay the steamer is discharging in Victoria Dock.
For further particulars regarding Freight and Passage, apply to
CARLWITZ & CO., Agents.
Hongkong, 7th August, 1901.

VESSELS ON THE BERTH

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship.

"ANPING MARU."

Captain S. Atsami, will be despatched for the above ports TO-MORROW, the 14th August, at DAYLIGHT.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 31st July, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY.

THE Company's Steamship.

"DAIGI MARU."

Captain K. Sobajima, will be despatched for the above ports TO-MORROW, the 14th instant, at Noon.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 12th August, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship.

"KUMSANG."

Captain Buller, will be despatched above TO-MORROW, the 14th inst., at Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & CO., General Managers.
Hongkong, 8th August, 1901.

SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship.

"ARARA."

Captain Williamson, will be despatched for the above port TO-MORROW, the 14th inst., at Noon, and will be followed by the Steamship "ATAKA"

on or about 15th September.

For Freight, apply to
SHEWAN TOMES & CO., Agents.
Hongkong, 10th August, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship.

"YUENSANG."

Captain Rolfe, will be despatched above TO-MORROW, the 14th inst., at 4 p.m.

This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to
JARDINE, MATHESON & CO., General Managers.
Hongkong, 10th August, 1901.

FOR SHANGHAI AND VLADIVOSTOK.

THE Steamship.

"TAIFU."

now in Port, will be despatched above on or about WEDNESDAY, the 14th instant.

For Freight or Passage and other information, apply to
DODWELL & CO., LD., Agents.
Hongkong, 12th August, 1901.

FOR NEW YORK.

THE S.S. ALL American ship.

"I. F. CHAPMAN."

having arrived, is now ready to load for the above port, and will have quick despatch.

For Freight, apply to
ARNHOLD, KARBBERG & CO., Agents.
Hongkong, 12th August, 1901.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

SAILING DATES.

DESTINATIONS	SAILING DATES
ALEXANDRIA (Calling at Singapore and Penang)	On 27th Aug. Freight.
SIBERIA (Calling at Singapore and Colombo)	On 10th Sept. Freight and Passage.
ANDALUSIA (Calling at Singapore and Penang)	On 21st Sept. Freight.
ARABIA (Calling at Singapore and Penang)	On 5th Oct. Freight.
ARAGONIA (Calling at Singapore and Penang)	On 19th Oct. Freight.
NEW YORK VIA SUEZ CANAL	Freight.

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE.

QUEEN'S BUILDINGS, NO. 1.

Hongkong, 27th July, 1901.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA.

AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

* "TARTAR" 4,425 Tons, Comdr. E. Bestham, R.N.R. WEDNESDAY, 14th Aug. 1901.

* "EMPEROR OF INDIA" 4,425 Tons, Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 29th Aug. 1901.

* "ATHENIAN" 3,882 Tons, Comdr. H. Mowatt, R.N.R. WEDNESDAY, 29th Sept. 1901.

* "EMPEROR OF JAPAN" 4,425 Tons, Comdr. H. Pybus, R.N.R. WEDNESDAY, 29th Sept. 1901.

* "EMPEROR OF CHINA" 4,425 Tons, Comdr. R. Archibald, R.N.R. WEDNESDAY, 23rd Oct. 1901.

+ Will also call at Amoy and Shanghai.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAIN.

FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return Tickets to various points at reduced rates. Good for 4, 6, 8, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.

In addition to the excellent First Class Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steerage.

The "TARTAR" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent,
Fadder's Street.

Hongkong, 8th August, 1901.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer	Tons	Captain	Proposed Sailing
CLAYBURN	3,329	J. Barker	August 19th
BEAUMAR	3,601	W. Watt	August 27th
DUKE OF FIFE	3,581	J. S. Cox	September 10th
OLYMPIA	2,507	J. Trubridge	October 1st

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES OF THE UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 23Z.
Excellent accommodation. First-class Table. Doctor and Stewards on board. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 24Z.
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to New York in 4 days; Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park, etc.

HONGKONG TO VICTORIA AND TACOMA, 23Z.
The best route to the Klondike Gold Fields. Frequent sailings from Victoria and TACOMA to DYER and St. MICHAEL.

Rates of Passage to other Points on application.

A Special Rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to
DODWELL & CO., LIMITED.
General Agents.

Hongkong, 17th July, 1901.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS. N.D.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

SAILING DATES.

STEAMERS. WEDNESDAY 21st August.

KONIG ALBERT THURSDAY 10th September.

PRINZESS IRENE THURSDAY 22nd October.

PRINZ HEINRICH WEDNESDAY 19th October.

PREUSSEN (Hamburg-Amerika Linie) WEDNESDAY 30th October.

SACHSEN WEDNESDAY 13th November.

KLAUSSTOCK (Hamburg-Amerika Linie) WEDNESDAY 27th November.

BAYERN WEDNESDAY 11th December.

STUTTGART WEDNESDAY 25th December.

KONIG ALBERT WEDNESDAY 8th Jan. 1902.

PRINZESS IRENE WEDNESDAY 22nd Jan. 1902.

PRINZ HEINRICH WEDNESDAY 5th Feb. 1902.

PREUSSEN WEDNESDAY 19th Feb. 1902.

HAMBURG (Hamburg-Amerika Linie) WEDNESDAY 5th Mar.

